

III. AGENCY AND PUBLIC INVOLVEMENT

The comment period for the Draft EA opened on October 8, 2001 and closed on November 7, 2001. Display advertisements were placed in the Mesa Tribune on October 8, 2001, and on October 16, 2001. The advertisement announced availability of the Draft EA for review and identified the time and location of the October 23, 2001, public hearing.

The public hearing was held from 6:30 p.m. to 9:00 p.m. at the Skyline High School located on Crismon Road, Mesa, Arizona. A formal presentation was given at 6:30 p.m. followed by a question and answer session. At the close of the question and answer session, project representatives were available to answer additional questions. Displays were placed around the room that provided information about the project, the preferred alternative, and environmental issues. Court reporters and comment forms were available for attendees to provide formal comment. A summary of the questions and answers is provided below.

Q: Why is there no noise wall along the east side of the 202L between Baseline Road and Guadalupe Road?

A: A noise wall (wall B4) would be located along the northern half between Baseline and Guadalupe Roads on the east side of 202L. South of this wall, no noise wall is warranted in that area because predicted noise levels (63 dBA) are below the 64 dBA threshold for mitigation.

Q: Why is there a wall along the west side of the 202L in that area?

A: The freeway will be much closer to existing homes along the west side. Without noise walls, the predicted noise levels (as high as 71 dBA) would exceed the 64 dBA threshold for mitigation.

Q: How tall will the walls be?

A: That will vary from location to location. In general, the walls will be from eight feet to 16 feet high.

Q: What will the walls look like? Will they be decorated like the ones (along the L101) in Scottsdale?

A: The design is not far enough along to say what the walls will look like. The City of Scottsdale provided several million dollars to add the designs to the walls. We don't know whether the City of Mesa will make similar funding available.

Q: Did your noise study take into consideration such things as the materials used for the roadway and truck traffic?

A: Yes.

Q: Where will the 202L be depressed?

A: It will be depressed at Broadway Road, will go over Southern Avenue, US60 and Baseline Road, and will be depressed at Guadalupe Road.

Q: Was the noise of trucks climbing the grade from the depressed freeway at Guadalupe Road to the elevated freeway at Baseline Road taken into consideration in your noise studies?

A: Yes.

Q: Will there be more noise where the road is elevated?

A: In general, roadways at grade level generate the most noise. There is less noise from elevated freeways and from freeways that are below grade.

Q: When will the noise barriers be built?

A: The noise barriers are usually the first things built when the freeway is at grade level or depressed. Noise barriers cannot be built on elevated sections until the embankments are in place.

Q: What is the difference between noise walls and screen walls?

A: Noise walls mitigate for noise impacts. Screen walls are intended to mitigate visual impacts.

Q: How high will the noise walls be between Pueblo and US60?

A: On the west side of the freeway, through Crescent Run, the walls will be up to 20 feet high. No walls are planned along the east side, which is open land.

Q: How will dust be controlled during construction?

A: The contractor will be required to submit a dust control plan and to obtain a permit from Maricopa County, which has a strict dust control ordinance.

Q: Will rubberized asphalt be used for the roadway surface?

A: Current plans do not call for the use of rubberized asphalt. In general, ADOT uses rubberized asphalt in rural areas and in resurfacing older roadways. However, the noise analysis is based on the use of concrete.

Q: What about stormwater control?

A: The design of the project will include facilities to handle stormwater runoff.

Q: What will happen to property values?

A: There is no set answer to that question. ADOT studies conducted several years ago found that while homes may be difficult to sell during construction, they usually regain their value once the project is completed.

A. NEIGHBORHOOD MEETINGS SUMMARY

In addition, five neighborhood meetings were held between October 8, 2001, and October 23, 2001. These meetings are summarized below.

Dates/Places: October 15, Crescent Run; October 17, Silveridge RV Resort; October 16, Monte Vista; October 19, Valle del Oro RV Resort; October 18, Desert Sands community.

Format: A brief presentation with questions and comments taken from the audience

Attendance: Approximately 420 attendees total.

The questions varied across a wide array of topics. Questions showed a concern with respect to construction scheduling and impacts, including:

Q: Is it true that the acquisition of homes in Valle del Oro could happen sooner than we had anticipated?

A: It is possible that the appraisal process could be moved up to as early as January 2002.

Q: When will we know if the schedule is moved up?

A: You will be informed as soon as a decision is made.

Q: What happens after the appraisals are made?

A: The appraisal is reviewed, an offer is made and negotiations commence. The entire process takes about a year.

Q: Why is the 202L not being built further to the east?

A: The location and alignment of the freeway were determined in the 1980s and reaffirmed by an Environmental Impact Statement completed in 1999. Neither the location nor the alignment of the freeway was considered in the current study.

Q: How high will the noise walls be?

A: The noise walls are likely to be from 12 feet to 16 feet high along the southern boundary of Valle del Oro. Along the west side of your community, the walls are estimated to be 12 feet high along the right-of-way line and 10 feet high atop the embankments. The exact location and height of the sound walls will be determined as the noise study is updated during the final design of the project.

Q: Will Valle del Oro still have an entrance on Southern Avenue?

A: There will be a gate on Southern Avenue, but it will be relocated to 77th Drive.

Q: What sort of surface will the road have? Will rubberized asphalt be used?

A: The surface of the freeway will be concrete. There are no plans at this time to use rubberized asphalt.

Q: When will work start on the traffic interchange?

A: The current schedule calls for work to begin in early 2004 and for the project to be completed in 2007.

Q: Why are there no eastbound ramps at Sossaman?

A: Eastbound ramps at Sossaman Road do not appear to be warranted by the design year 2025 traffic volume projections provided by the Maricopa Association of Governments. It is projected that only about 1,200 vehicles per day would use the ramps, which would cost an additional \$26 million to build and would result in additional disruption to the surrounding neighborhood.

Q: How loud is it likely to be in our neighborhoods once the freeway is built?

A: ADOT policy requires noise mitigation, such as sound walls, whenever projected noise levels exceed 64 decibels.

Q: How will you access the 202L at Ellsworth and Sossaman?

A: There will be no direct access to 202L at either Ellsworth Road or Sossaman Road. There will be direct access at Broadway Road and Guadalupe Road. You also will be able to access US60, and then the 202L, from Crismon Road on the east and Power Road on the west.

Q: Is there any truth to reports that the City of Mesa is considering rezoning the land around the traffic interchange to eliminate the existing mobile home park?

A: There are no such plans that we are aware of.

Q: How will construction impact Baseline Road?

A: Traffic will be maintained in both directions at Baseline Road during construction. Any roadway closures will be at night or during off-peak hours. No extended closures are planned.

Q: How will we access US60 to the west?

A: You will be able to access US60 to the west from Ellsworth, Crismon, Sossaman, and Power Roads.

Q: Will the traffic signal at Baseline Road be timed or activated by traffic?

A: That has not been determined.

Q: When will we see the first construction?

A: In early 2004.

Q: What can we do if dust is not controlled during construction?

A: The contractor will be required to obtain a construction permit from Maricopa County, which will include a dust-control plan. Any violations of the permit are enforced by Maricopa County, which has a hotline telephone number for citizens to use to report violations.

Q: Which of the three alternatives was the most expensive to build?

A: Alternative C.

Q: How accessible will Baseline Road be during construction?

A: Plans call for two lanes of traffic to be maintained in each direction during construction. More severe restrictions, when needed, will occur at night or during off-peak hours.

Q: Will Broadway Road be the only exit on the 202L?

A: No. Broadway Road will be the closest exit to Crescent Run, but there also will be exits approximately every mile.

Q: Will there be more traffic on Broadway Road after the freeway is completed?

A: There will be an increase in traffic as a result of having an interchange at Broadway Road. The traffic analysis indicates there will be less traffic overall on area surface streets once the freeway is open.

Q: McKellips Road appears to be bumper-to-bumper since the 202L was completed to that point. Will there be similar traffic problems in this area.

A: McKellips Road is experiencing the same sort of traffic congestion that is common at the end

of a freeway. As the 202L is extended farther to the east, the current traffic congestion should ease at McKellips Road.

Q: There are hundreds of acres at the northwest corner of Sossaman Road that will be developed. Was that taken into consideration when it was decided not to have a full traffic interchange at Sossaman Road and US60?

A: Yes. The traffic projections provided by the Maricopa Association of Government are based on future land use plans for the area. The design year 2025 traffic volume projections indicate that only 1,200 vehicles per day would use the east ramps at Sossaman Road. That does not appear to warrant the additional cost of approximately \$26 million, and additional disruption to the surrounding communities, that would result from addition of the east ramps at Sossaman Road.

Q: Where will the sound walls be located and what will they look like?

A: On segments of the freeway that are either depressed or at grade, the walls will typically be located near the right-of-way line. On elevated freeway segments, the walls will typically be located next to the roadway. The design of the walls has not been completed. Both the City of Mesa and the Citizens Advisory Team will have input into the final design of the walls.

Q: Does ADOT have the \$200 million that it will cost to build this project?

A: ADOT is currently reviewing options to procure the funding necessary for this project.

Q: How high will the sound walls be?

A: The noise analysis will be updated during the final design. The wall heights are currently estimated to vary from 10 feet to 20 feet. They will be somewhat lower along elevated segments of the freeway.

Q: What will be the impact of this project on Hawes Road?

A: There will be no changes to Hawes Road. The City of Mesa has indicated there may be an interest in connecting Hawes Road between Southern Avenue and Broadway Road at some time in the future.

Q: What is being done about the empty houses that ADOT has acquired in Crescent Run?

A: Some of the houses will be moved and used by ADOT at other sites, some will be moved within the community, and others will be sold.

Q: Is ADOT responsible for maintaining the houses it has acquired and the landscaping?

A: Yes.

Q: According to a story in the Mesa Tribune, there will be traffic ramps at Southern Avenue and a rezoning of the area to eliminate existing mobile home parks. Is that true?

A: There are no plans for freeway ramp connections at Southern Avenue. That possibility was looked at early in the study, but was dropped largely because of neighborhood opposition. We know of no plans by the City of Mesa to rezone the area or to do away with the mobile home parks.

Q: Will there be more than the mainline of the 202L through Crescent Run?

A: Yes. There will be two freeway connection ramps in addition to the 202L mainline.

Q: How far into the future will the single-land ramps be adequate?

A: The project is being designed to meet the traffic needs through the year 2025.

Q: How much will Broadway Road be widened?

A: Broadway Road is currently planned to include three lanes plus required turning lanes at the interchange. No additional right-of-way will be acquired, but it will be necessary to put the existing drainage channel underground.

Q: Will the project include HOV lanes?

A: HOV lanes will be constructed on US60. The 202L is being designed with an open median, which will allow for the addition of HOV lanes in the future.

Q: Will the noise walls be higher than the existing walls?

A: In most cases, yes. The sound walls along US60 will range from approximately 10 feet to 18 feet high. The walls along the ramps will be about 10 feet high.

Q: Why are there no eastbound ramps at Sossaman Road?

A: Eastbound ramps at Sossaman Road do not appear to be warranted by the design year 2025 traffic volume projections provided by the Maricopa Association of Governments. It is projected that only about 1,200 vehicles a day would use the ramps, which would cost an additional \$26 million to build and would result in significant additional disruption to the surrounding community.

Q: How many lanes will there be?

A: There will be four lanes in each direction on US60, plus HOV lanes and auxiliary lanes through the project. The 202L will have three lanes in each direction.

Q: Will there be HOV lanes?

A: There will be HOV lanes on US60. The 202L is being designed with open medians, which will allow for the addition of HOV lanes in the future.

Q: Will the existing right-of-way along US60 accommodate all the additional lanes that are planned?

A: Yes.

Q: Will there be a noise wall on Sossaman Road?

A: That is outside ADOT's project limits. You will have to work with the City to provide any sound mitigation on the city streets.

Q: Will there be less traffic on Sossaman Road after the freeway is built?

A: The traffic volume projections indicate there will generally be less traffic on the nearby surface streets after completion of the freeway.

Q: Why are there no northbound ramps at Baseline Road?

A: There is not adequate room between Baseline Road and US60 to add northbound ramps.

Q: Will you be able to access the 202L from Ellsworth Road?

A: No. From Ellsworth Road, you will have to go to Crismon Road, Broadway Road, or Guadalupe Road to access the 202L.

Q: Where can you get onto the 202L from Sossaman Road?

A: The closest access points to 202L will be at Power Road, Broadway Road, and Guadalupe Road.

Q: The noise at the northeast corner of Hopi and Sossaman Roads is already bad. Will there be a noise wall in that area?

A: Yes. A noise wall is planned between Hopi and the US60 drainage channel.

Q: How will the construction impact Sossaman Road?

A: Because we have decided not to widen Sossaman Road or to replace the Sossaman Road bridge over US60, the impact should be minimal. Plans call for two lanes of traffic to be maintained in each direction during construction. Any work that requires closures or further restrictions will be done during off-peak hour.

Q: When will construction start?

A: In early 2004.

Q: When will the noise walls be built?

A: In general, walls along segments of the freeway that are depressed or at grade are the first things that are built. Walls along elevated segments cannot be built until the embankments are in place.

Q: When can we expect work on US60 to begin east of Power Road?

A: In early 2004.

Q: Is the selection of "Alternative B" a final decision?

A: "Alternative B" has been chosen as the preferred alternative. There will be a public hearing and a public comment period, during which it will be determined whether that decision should be changed or if any modifications are needed to the "Alternative B" design.

Q: What will be done about golf cart crossings on Sossaman Road?

A: Because ADOT no longer plans to widen Sossaman Road, plans for a golf cart crossing are not included with the ADOT project.

Q: Will Sossaman Road be closed at any time during construction?

A: Any closures or severe restrictions will be at night or during off-peak hours. There should be no extended closures of Sossaman Road.

Q: Are the existing bridges wide enough to accommodate a future widening of US60.

A: Yes.

Q: What criteria are used in deciding where to locate sound walls?

A: Noise mitigation is required by ADOT policy whenever projected noise levels exceed 64 decibels. The noise analysis completed as part of this study will be updated during final design of the project and any necessary adjustments will be made. In addition, ADOT will take sound readings, if requested, during the first year after the project is completed and make any necessary adjustments in the location and height of noise walls.

Q: Why was the 202L not located further to the east?

A: The location of the freeway was determined in the 1980s and was reaffirmed by an Environmental Impact Statement completed in 1999. Neither the location nor the alignment of the freeway was considered in the current Environmental Analysis.

Q: Is it true that the City of Mesa plans to rezone land near the freeway to eliminate existing mobile home parks?

A: The City is currently updating its land use plan and will likely look at the zoning of vacant land near the 202L/US60 Traffic Interchange. We know of no plans to rezone land that have already been developed.

Q: Why is it necessary to acquire 22 houses along Hopi Street, as it states in the latest project newsletter?

A: That information in the newsletter is incorrect. It will not be necessary to acquire any properties along Hopi Street.

Q: How close will the US60 freeway ramp be to the Silveridge back wall?

A: Approximately 80 to 100 feet.

Q: Are all three alternatives the same as far as their impact on Silveridge:

A: No. Alternatives A and B will not directly impact Silveridge. Alternative C will require the acquisition of the first row of residences along US60.

Q: Is a 12-foot wall high enough to block noise from the freeway?

A: The location and height of the noise walls is based on our studies to date. That information will be updated during the final design of the project and any necessary adjustments will be made.

Q: How close to Silveridge is the nearest ramp along the 202L?

A: Approximately 300 to 400 feet.

Q: Where is the freeway depressed and where is it elevated?

A: The freeway will be depressed under Broadway Road and Pueblo Street, elevated over Southern Avenue, US60 and Baseline Road, and depressed under Guadalupe Road.

Q: What will happen to Hawes Road?

A: There are no plans to make any changes in Hawes Road, although it is our understanding that the City will consider completing the street between Southern Avenue and Broadway Road.

ARIZONA DEPARTMENT OF WATER RESOURCES

500 North Third Street, Phoenix, Arizona 85004

Telephone 602 417-2465

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JANE DEE HULL
Governor

JOSEPH C. SMITH
Director

October 26, 2001

RECEIVED

OCT 31 2001

**VALLEY PROJECT
MANAGEMENT**

Mary Viparina
ADOT Project Manager
205 South 17th Avenue
Mail Drop 619E
Phoenix, AZ 85007

RE: 202L/US 60 Traffic Interchange Environmental Assessment (letter dated October 22, 2001)

Dear Ms. Viparina:

The Department of Water Resources has reviewed the Draft Executive Summary of the Environmental Assessment for the Red Mountain and Santan Freeways (202L) interchange with the Superstition Freeway (US60). The Phoenix Active Management Area, Third Management Plan, requires the use of Department approved low water use plants within public rights-of-way. This provision will pertain to the proposed traffic interchange described in the assessment (202L/US60 interchange).

If you have any questions about this provision, please contact Virginia O'Connell at (602) 417-2465. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Mark Frank".

Mark Frank
Director
Phoenix Active Management Area



Arizona Department of Transportation

2021/US 60 TRAFFIC INTERCHANGE NEIGHBORHOOD MEETING

October 2001

PLEASE NOTE: Completion of this comment form is completely voluntary, and helps the Project Team keep an accurate record of community issues and concerns. Under State law, any identifying information provided below will become part of the public record, and as such, must be released to any individual upon request.

WHAT DO YOU THINK?

Please write legibly.

1. Please list below any issues or concerns regarding the preferred alternative (B).

PLEASE DO ANOTHER NOISE STUDY ON THE
TRANSITION EXPANSION JOINTS ON THE TRANSFER
FROM GRADE RAMP TO BRIDGE, ESPECIALLY ON
COLD WINTER NITES WHEN THE EXPANSION JOINTS
ARE AT THERE WIDEST.

2) I THINK YOU SHOULD REDESIGN THE "JERSEY BARRIERS"
ON THE OVERPASSES TO BE AT LEAST 54" HIGH TO
FULLY CONTAIN ACCIDENTS, SO VEHICLES DON'T GO OVER
THE BARRIERS & DROP TO THE ROADWAY!

JOHN F. SAVAGE

707 SO. 93RD ST

MESA AZ 85208-2403

E-MAIL

JFSAVAGE@JUNO.COM

Thank you for attending tonight's meeting and completing our feedback form! Please leave the form or mail it to John Godec at Godec, Randall & Associates, 3944 North 14th Street, Phoenix, AZ 85014 by November 8, 2001.



Arizona Department of Transportation

202L/US 60 TRAFFIC INTERCHANGE NEIGHBORHOOD MEETING

October 2001

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WHAT DO YOU THINK?

Please write legibly.

1. Please list below any issues or concerns regarding the preferred alternative (B).

ISSUE: NOISE MITIGATION:

As a home owner at 8052 E. INVERNESS, and a ADOT employee I HAVE SEVERAL CONCERNS ABOUT NOISE MITIGATION. THE MEETING COMMENTS STATED THAT A 10' WALL WAS TO BE PLACED ON R.O.W. AT THE PRESENT TIME THERE IS A EARTH BERM, APPROX 30' high, A SCREENING WALL ON TOP OF THAT, APPROX 5' high. THIS COMES TO APPROX. 35' high. I BELIEVE THAT A.D.O.T IS ENGINEERING A WALL THAT WILL OBSOLETE BEFORE THE FREEWAY IS BUILT. THE NOISE LEVELS NOW EXCEEDS BOTH FEDERAL AND STATE STANDARDS. AS A EMPLOYEE AND RESIDENT I HAVE MANY PEOPLE ASKING QUESTIONS ABOUT THE NOISE MITIGATION. IN THE PAST ADOT HAS NOT BEEN VERY RESPONSIVE TO THESE TYPES OF PROBLEMS. IT WILL COST LESS IF THE WALL IS ENGINEERED CORRECTLY IN THE DESIGN AND CONSTRUCTION PHASE THAN TO COME BACK, DEAL WITH THE RESIDENTS, LEGAL REPS. AND RE-ENGINEERING COSTS. I WOULD LIKE TO THANK EVERYONE AT THE MEETING. THE MEETING WAS VERY INFORMATIVE AND LOOK FORWARD TO MORE.

Thank you for attending tonight's meeting and completing our feedback form! Please leave the form or mail it to John Godec at Godec, Randall & Associates, 3944 North 14th Street, Phoenix, AZ 85014 by November 8, 2001.

Sincerely,
SCOTT VOLLMERT
Scott Vollmert



Arizona Department of Transportation

202L/US 60 TRAFFIC INTERCHANGE NEIGHBORHOOD MEETING

October 2001

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WHAT DO YOU THINK?

Please write legibly.

10/24/01

1. Please list below any issues or concerns regarding the preferred alternative (B).

NAME FOR FREEWAY

EAST LOOP

Roy Brandli
8026 E. NOPAL AVE
Mesa, AZ 85208

480-357-9417

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